

## RIDERS AND WHEELS

SOME OF THE EARLY OWNERS AND DEVOTEES IN THIS CITY.

**Racing as It Was Then, and How the Prizes Were Divided Before the Race Was Run—Old Stories.**

The first modern safety bicycle seen in this city was brought here by A. D. Johnson, now secretary of the Central bicycle club. He imported the machine from England, and had it on exhibition for some time. It brought forth a great deal of talk, and furnished lots of amusement for the small boys and owners of ordinaries. The safety then was distinctly "English," and this fact prevented the new sample from being popular. One day Mr. Johnson brought out his sample on North Delaware street and allowed a number of the devotees of the high wheels to try it. Some of them could ride it, but they all pronounced it a failure. The riders said it might do for a little about town riding, but for road riding or racing it would be a failure. The sample which Mr. Johnson brought here was nothing like the safeties on the market now. It had the old solid tire, and weighed about sixty pounds. But the man who did not care about risking his bones on a high machine fancied the innovation, and within a few months many persons were riding them. The riders of the old ones finally came to realize that the safety was faster, better and safer than the ordinary, but many of them clung to the old kind, thinking the safeties were nothing more than a fad, and in a short time the public would return to the old machines.

Dr. W. H. Watts is supposed to have been the first rider and owner of a safety bicycle in this city. There are many who remember what a sensation he created by appearing on the streets on a machine the seat of which was so high that the small boys laughed at him and the riders of the ordinaries looked with scorn at the new invention. They argued that Dr. Watts was somewhat of a crank and a man very much afraid of himself, or he would not take a high wheel and share the dangers with other wheelmen. It was the candid opinion of riders that the safety was an invention for "dudes" or persons afraid to ride the ordinary. One day the "scorchers" asked Dr. Watts to accompany them to Broad Ripple. His was the only safety in the crowd, and, in fact, the only one in the city. The scorches really had a desire "to pull Dr. Watts's leg," as the expression goes when an old-timer wishes to tire a new one out. But the doctor, with the safety was not so easily tired, and the scorches were surprised to see with what apparent ease the owner pulled up hills. Dr. Watts kept with the procession until a short distance from the Ripple, then the wheel of the safety caught in a rut, throwing him down and about the scorches gave a golden opportunity for the riders of the old wheels, and they had much to say about the new-fangled thing being called a safety. The riders predicted a gloomy future for the safety, but they were forced to pay it respect, for Dr. Watts was not other runs and demonstrated the superiority of the safety over the ordinary. He did not long wait to show the scorches in the city, and the high wheels dropped gradually out of sight.

The first road race run by the wheelmen of this city was in 1887, over the Maywood course, a distance of ten miles. The riders all rode high wheels. Among those who rode were Louis Jones, John H. Patterson, Louis Crow, O. Tom Hay and Charles Van Sinderby. Up to that time Jones had been a bicycle enthusiast. He had been in a number of runs, but since the first road race he has had a contempt for bicycles. It is said that he was on his machine home after the race and sold it soon afterward. The race was won by Tom Hay's first race. He had not been counted as a possibility in the predictions for the finish, but he won that nevertheless. It was the first road race, and the participants knew no more of the road than they did when they were overcome by the exertion. Two years later a memorable road race was run over the same course, and it was won by one colored boy, who worked at one of the bicycles stores, went out with the crowd. He was known as a clever trick rider, but being nothing but a small boy the other riders paid little attention to him. He wanted to know how much of a handicap he was to have, and those in charge told him to start out and get as much mileage as possible. A half hour later the scorches started out and the race was on. The colored boy won, but fell from his wheel after crossing the finish. Walter Marmon finished second. Young Taylor suffered from the effects of the race for some time, but he was presented with the gold medal offered to the winner. He was often grieved for allowing a small boy to beat him, but he finished but a few yards ahead of him.

## FIRST MADE IN INDIANA.

**Charles Peddle Constructed One at Terre Haute Soon After the War.**  
"Probably the first bicycle ever made in Indiana," said a citizen with grown up children, "was made in Terre Haute by Charles Peddle, superintendent then of the Vandalia road. He went to New York soon after the war and saw what was called velocipedes in use there as a means of exercise and amusement in halls. He came home and showed a great deal of enthusiasm in telling about the two-wheeled vehicle and said he was going to make one and show the people of Terre Haute how easy it was to get over ground without walking and yet not use a horse. So he ordered the company machinist to get up a velocipede on patterns which he furnished. Two ordinary buggy wheels of equal diameter were used for wheels. They had iron tires and were connected with a bar on which was a seat. The pedals were attached immovably to the axle. He had the thing all painted up in gaudy style and told the foreman of the freight depot to have one clear carved away, because he wanted to learn to ride on the long, smooth floor. He was going to do his learning after dark, but he thought he would not make a seemly picture in the daytime on a machine as strange as the one he had made. His instructions were followed and he made the first mount of the wheel. His feet had difficulty in locating the pedals, and after a few minutes he was on one side to the other over his head. It was a pretty hard lesson, but he learned it again. This time he steered the thing into the wall and pitched to the floor again, skidding up his shirt and bruising his elbows in a painful way. He received some pretty severe jolts, and decided to postpone his further attempts until he had a better road again. He had had enough. The next hour of the evening he was in the messenger boy employed in the telegraph office was riding it with considerable ease about the depot grounds. It was the first wheel in Indiana. It was certainly the first seen in Terre Haute."

## OLD-TIME RACE STORY.

**How It Was Done Before the Advent of the L. A. W.**

In the early days of racing in this State, Josh Zimmerman, Arthur Taylor, Will McWorkmen and Tom Hay struggled for the State championship. Zimmerman was a heavy wheel, so heavy that now they would not be regarded as suitable for road riding. They rode at the fairs, for bicycle meets were unknown then, and not a great deal of interest was taken in the sport. Taylor could generally be depended upon to win, and he deservedly won the title of champion of Indiana. Zimmerman, Hay and McWorkmen were left to struggle for the second and third prizes. During the State fair of 1888, bicycling was the order of the day. It was arranged by the riders for each to secure a good place upon the first three days, and on the fourth day it was the intention to go in and every man ride to win. The arrangement worked well for the first two days. The honors were pretty evenly divided, and there was some speculation as to which would finally win. On the third day Zimmerman got excited and forgot the bargain, winning the race. It gave him two first prizes, for the second day Taylor won, but it seemed as if Zimmerman was the best of the crowd, for he won first twice. Zimmerman never understood why he pulled ahead on the third day, but under the excitement he did not know which the man who was intended to win could not keep.

## An Account of a Snaffle.

The riders of the old ordinaries had a great deal of sport. Bicycles then were not

so common as now, and those who had them were looked upon as a party by a band of fellowship. There was considerable danger attached to riding, and many falls that could not produce a great many falls was a poor sort of a fellow. The riders of the old wheels had many interesting stories to tell of falls, hard rides and adventures. About six years ago a crowd of the old-timers started one morning for X-blesville. When about ten miles out the fellow setting the pace observed a small garter snake in the road ahead of him. Not thinking of the riders behind him, the pace maker dismounted, and in the next moment ten or twelve wheels and riders were in a heap. The snake crawled out from under the pile, but the fellows on top killed him, and then the crowd began to untangle. Three or four of the riders light to load their able bicycles back to Indianapolis, but the dead snake was brought also, just to show the fellows that didn't go what caused all the trouble.

## Owner of the First Pneumatic.

Ellis Hunter owned the first pneumatic tire safety in this city. It was a Rover, weighing thirty pounds, and its owner was the envy of the town. Hunter won many races that year, and the other riders saw that they would not be in it without pneumatics. There were many who thought pneumatics would not be practicable, and the first pneumatic was sold for a small sum. It is remembered that one of the first pneumatic tires was sold for more than three years ago that the pneumatic was an experiment, and would not be a failure. The first pneumatic was a cushion, which they pushed forward, and it had a wonderful sale, but the public learned that the pneumatic was superior to the cushion, and the firm which discouraged the pneumatic was forced to abandon its theory and manufacture pneumatics. There has been a wonderful improvement in the manufacture of pneumatic tires, and they are now so constructed that a puncture can be readily repaired, with little depreciation to the value of the tire. The first pneumatics were liable to frequent breaks, and no firm would warrant them when they first appeared.

## Sergeant Laporte on an Ordinary.

Sergeant Laporte of the police department, was one of the first persons in this city to own a high-wheel bicycle. He made it himself from a factory-made machine which a salesman brought here. It was in the early seventies, and the machine which he turned out, as well as the model from which it was made, it would be laughed at now. The Sergeant's machine was made of wood, and weighed about ninety pounds. He learned to ride it, however, and was the proudest man in the neighborhood. The Sergeant has a great deal of sport with his crude bicycle, but it was not long until more modern machines began to come in, and he was forced to take a back seat. The Sergeant has never forgotten how to ride, and he can still push any bicycle on the market, either high or low wheel.

## Held a National Record.

Lon Lee of Crawfordsville, is the only Indiana rider who ever won a national championship. In 1885 he won the two-mile national championship at Buffalo over a large field. Lee rode the old-time Star ordinary, the same kind upon which Zimmerman made his first records.

## MESSENGER BOY JOKE AT AN END.

**Western Union and Other Lads Have Bought Bicycles.**

Persons who occasionally call a district messenger boy have no doubt noticed that there has been a wonderful improvement in the service within the last few months. It is all due to the fact that many of the boys have purchased bicycles and, while the novelty lasts, the boys run races and see which one can deliver a message or a package in the quickest time. Many of the Western Union boys also have wheels. Each company allows the boys a fare for messages delivered to points some distance away, and this boys pocket. The wheels which they ride are of many different makes, but they furnish a ready way of getting around than walking. The wheels offer another advantage to the boys, and that is, they can deliver their messages and then stop some place to play a game of ball, or to get a Dead-End Dick novel for a time and return to the office in due season.

## NATIONAL CIRCUIT.

**Where the Flyers Will Contest the Coming Summer.**

Considerable interest has been manifested among the racing men of the country concerning the national race circuit dates. This circuit has usually started in early July and for two years past has opened with a date July 4. Last year it opened at Waltham. This autumn the running of local, district, or State circuits in June. Bicycle racing usually begins May 30 and customarily ends the first of September.

But this year George Gideon, chairman of the racing board, has instituted a plan which militates against local or State circuits. He has just issued his schedule of national circuit dates, and it is somewhat of a disappointment to the racing cyclists of Boston, who thought they had the first date July 4, at Waltham. However, they are not taking to heart the change, and will work for the best met of the national circuit just the same and just as hard.

Mr. Gideon has considered all hands in his national arrangement and this year the circuit extends as far west as the country does, even touching San Francisco and Los Angeles.

But its jumps are, to say the least, peculiar. For instance, from New Jersey there is a single date in Central Massachusetts; then there are three dates in New York State, one widely separated from its preceding one. From Waltham, on June 17, the circuit goes to Philadelphia, Pa., and then, after doing Pennsylvania, swing back to New York and into Connecticut, back into New Jersey to the national meet, where there is a rest of a week or more.

Then the circuit goes steadily westward till the middle of August, when six days are allowed for a Canadian trip. Then the circuit goes to the East, making in the September dates at Hartford, Waltham and Springfield. From there the string of dates again starts west and never stops till the last date at El Paso, Tex., after having taken in the California cities Nov. 19. This leaves the men where they can train for the winter records.

New York and Connecticut are the only Eastern States that have been given national circuit dates on their meet days.

Following is the entire national circuit list of dates:

June 11—Rochester, N. Y.  
June 12—Syracuse, N. Y.  
June 14—Brooklyn, N. Y.  
June 17—Boston, Mass.  
June 19—Waltham, Mass.  
June 22—Philadelphia, Pa.  
June 25—Wilmington, Del.  
June 28—Brooklyn, N. Y.  
July 1—London, N. Y.  
July 4—Bridgeport, Conn.  
July 6—New York.  
July 12—Ashbury Park, N. J.  
July 20—Baltimore, Md.  
July 25—Wilmington, Pa.  
July 27—Pittsburg, Pa.  
July 29—Steuersville, O.  
July 31—Warren, O.  
Aug. 3—Dayton, O.  
Aug. 5—Fort Wayne, Ind.  
Aug. 7—Indianapolis, Ind.  
Aug. 9—Chicago, Ill.  
Aug. 13—Minneapolis, Minn.  
Aug. 17—Marquette, Mich.  
Aug. 19—Milwaukee, Wis.  
Aug. 22—Mount Clemens, Mich.  
Aug. 24—26—Canada trip.  
Aug. 31—Buffalo, N. Y.  
Sept. 1—Hartford, Conn.  
Sept. 11—12—Springfield, Mass.  
Sept. 14—Waltham, Mass.  
Sept. 17—Rochester, N. Y.  
Sept. 19—Reading, Pa.  
Sept. 21—22—Philadelphia, Pa.  
Sept. 24—25—Baltimore, Md.  
Sept. 27—28—Louisville, Ky.  
Sept. 30—1—Nashville, Tenn.  
Oct. 4—5—St. Louis, Mo.  
Oct. 8—10—Cincinnati, Ohio.  
Oct. 11—12—Omaha, Neb.  
Oct. 15—Denver, Colo.  
Oct. 18—20—Pueblo, Colo.  
Oct. 22—Salt Lake City, U. T.  
Oct. 25—San Francisco, Cal.  
Nov. 9—Los Angeles, Cal.  
Nov. 16—San Antonio, Tex.  
Nov. 18—El Paso, Tex.

## The Bicycle Luncheon.

New York Commercial Advertiser.

The table for this round as a wheel, bound by a tire of ribbon, and has the cover laid between ribbon spokes, all radiating to a center, where a woman's little safety, wreathed with flowers and mounted on a mossy plateau, occupies the post of honor.

One enthusiastic hostess goes a step further and crowns her bicycle with a figure of an artistically-gowned cyclist, bending slightly over her handle as though ready to reel off many miles an hour.

The room is darkened, the table illuminated with the light of the all-powerful gas. The latest person to succumb is Miss Hope Temple, the well-known song

## FAST PEDAL TURNERS

INDIANAPOLIS MEN WHO HAVE A TRACK REPUTATION.

**Local Record Holders for the Future Very Uncertain—Many New Faces Will Be on the Track.**

Walter Marmon has probably won more State championships than any other rider in the State. He commenced racing when the old ordinary was the machine and the first year he won a number of prizes. Ellis Hunter has held several State championships, but two years ago he stopped active racing. Eugene Minor holds three or four State championships and has the honor of having won a number of fast races during his career. Last year he entered Class B and was consequently barred from racing for championships. Will Bonfield last year won two State championships with Marmon as his chief competitor. Bonfield is a dark horse last year, except to a number of his friends who knew how fast he could ride. Marmon was a dark horse the first year he entered and defeated Hunter in two championship races. Each year some new riders push to the front and take the old timers by surprise. That is what Marmon did for Hunter and Bonfield did the same with Marmon. The latter was expected to win all the State championships at Richmond last year. He had announced that it was his last year on the track and his friends thought six State championships would be a good string upon which to stop. Bonfield surprised everybody, however, by winning two of them; and one of them was the mile race which Marmon had been expected to win. All four of these riders, who up to date have provided the fastest safety riders in the State, live in this city.

Indianapolis has turned out some excellent racing material and there are a number who claim this as their home who have national reputations as riders. Frank Munger, who holds several world's records, lives here. Frank Waller, who is recognized in the world, started out from Indianapolis as a long distance rider in the world. He started out from Indianapolis as an Indianapolis machine. Minor has won a number of races away from home, the most notable being the time prize in a twenty-five-mile road race at Louisville last season. Marmon holds the intercollegiate championship of the East, which he won while attending Boston Technological school, from which he graduated. Last year Hunter has a long list of victories, most of which were won three seasons ago. Ed Roll has won a number of races here and away from home. All of the riders have won their laurels on the safety, although Marmon, Hunter and Minor won a number of prizes on the ordinary.

The first championship races were held in this city in 1891. The next year Evansville was the scene of the struggle and then Vincennes. At the latter place Indianapolis riders captured thirteen of the fourteen events and all of the local riders were members of the Greater Club, at the time it was notifiable. That a number of young riders was coming to the front to take the places of the riders who were recognized. This year very few of the old-timers, if any, will appear on the track and what the season may develop is purely speculative. Bonfield has not decided to race but he may commence training later. Marmon has been away from the city since from school and it is said is not going to race. Minor announces that he has quit for good and Hunter says he may ride a little around home, but he does not think he will make an active part in racing. The most promising riders are found in the High School. Harry Condit, who attends school No. 3, is looked upon as a promising rider at the corner of the season. Last year he did some racing and won every event he entered, but unless you see him, you will not allow his success to prompt him to overdo the matter and this season he is in excellent condition. The High School boys have organized a racing team. It is headed by Harry Condit, and includes Will Atkins, George McGee and Ira Holmes. Atkins, McGee and Holmes have shown up well in number of races. David last year demonstrated that he has speed and wheelmen are expecting much from him this year. It is estimated that there are two hundred young riders in this city who are expecting to race this season. It is impossible to tell who may develop into the fastest ones. When the season closes all State championships may be held by riders now unknown.

## EVOLUTION OF THE BICYCLE.

**Sketch of the Present Light Roadster to the Present Light Roadster.**

The bicycle as it is seen to-day is the surely a remnant of the first practical effort to construct a machine that would be ridden and propelled by the rider. Many of the older people can well remember when the old velocipede was to be seen occasionally on the streets, but not as a useful machine. The few that were owned in the city were simply toys on which people received many bruises in their vain efforts to learn to ride them. Some people managed to learn to control the machine, but few were ever able to keep it upright when it became necessary to turn a corner.

The velocipede was made of two wooden buggy wheels, with a crank through the front hub. Iron tires were the best known then. After a few years the now obsolete ordinary came out and held the sway for several years. This period was marked by many stages of improvement and changes. At first the smaller wheel was in the rear, but later some man conceived the idea of making riding more safe by placing the smaller wheel in front. The new pattern was received with favor by persons who were anxious to ride but were not willing to trust their necks several feet above the ground on a machine that was considered as tricky as a circus mule. During the rainy days of this style of wheel it was no uncommon sight to see a wheelman slipping and against a fence while the beginner was climbing on to the fence preparatory to a mount. After two or three weeks of this kind of work, accompanied usually by no small loss of skin the new style was broken bones and even broken necks by broken learned to mount his machine from the ground, provided he had a good grip on which to recover his balance afterward. As soon as he learned to ride he longed for a wheel with the small wheel in the rear. This state of affairs soon led to this style of wheel falling into disrepute.

Strange as it may seem, the first safety wheel ever made in this country was very similar in general style to the one seen made in this day of perfection. It had the diamond frame, although not of the same pattern as is used at present, and it was made of thin tubing. The general outline, though, was the same. This was a frame to the T frame, made with one hollow bar braced above and below, but this in turn was superseded by a new style diamond frame. The ball bearing had been introduced and was in use, and the complaint became general that there was too much vibration in the frame. It was so rigid that with the same solid rubber tires the least obstruction in the road caused a heavy jolt. All attention was then turned to making spring frames. Every conceivable thing was invented to allow the rider to pass easily over obstructions. Springs that would now be looked upon as antique curiosities, so rapid has the advance been.

The bicycle is getting to be a terrible thing to come in contact with on the road, and it is under the impression of speed and it has the right of way. To-day, at the noon hour, George Young the son of the late George Young, was grand south on the Jefferson street pavement at a two-minute clip. He had crossed the street market, and just as he was passing the Young Block a buggy, crowded by a young man named Hubert, a brother of Lewis Shutt, the contractor, came around the corner off of Frederick street and blocked the way for the bicycle. The rate there was a collision, and a very destructive as well as surprising one it proved to be. The bicycle was broken, and the man who had run into him was not injured. Other wheelmen felt as if the grand stand rider had met a just punishment.

## BICYCLE VS. BUGGY.

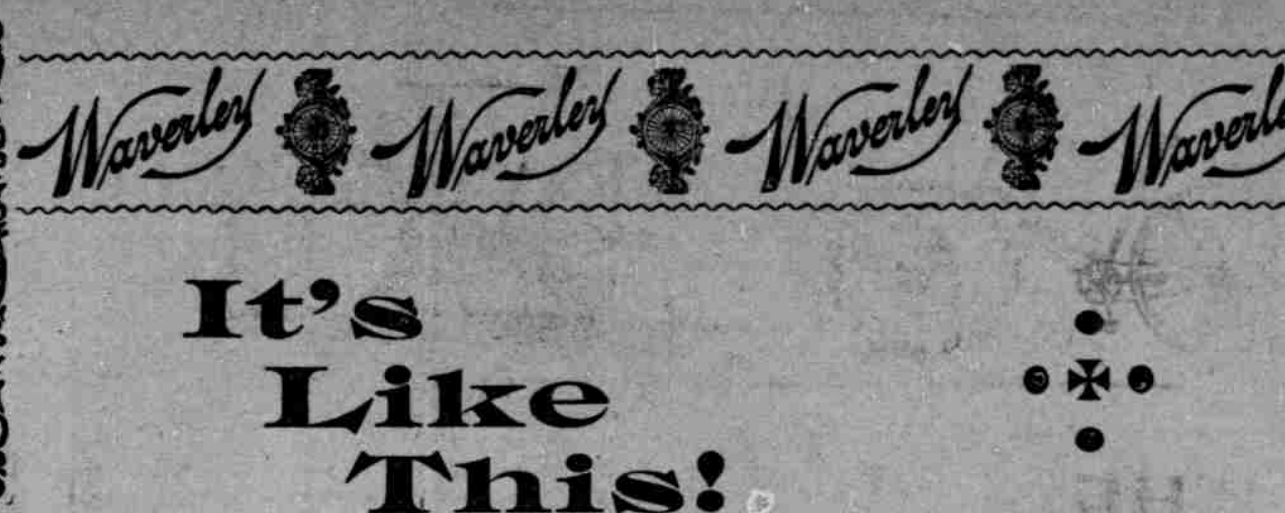
**The Two Came Together and the Heavy Was Knocked Out.**

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## Hope Temple's Wheel.

Chicago Post.

The irresistible bicycle craze fastens on one well-known woman after another and the latest, the bicycle-luncheon, has been full grip. The latest person to succumb is Miss Hope Temple, the well-known song



**It's Like This!**

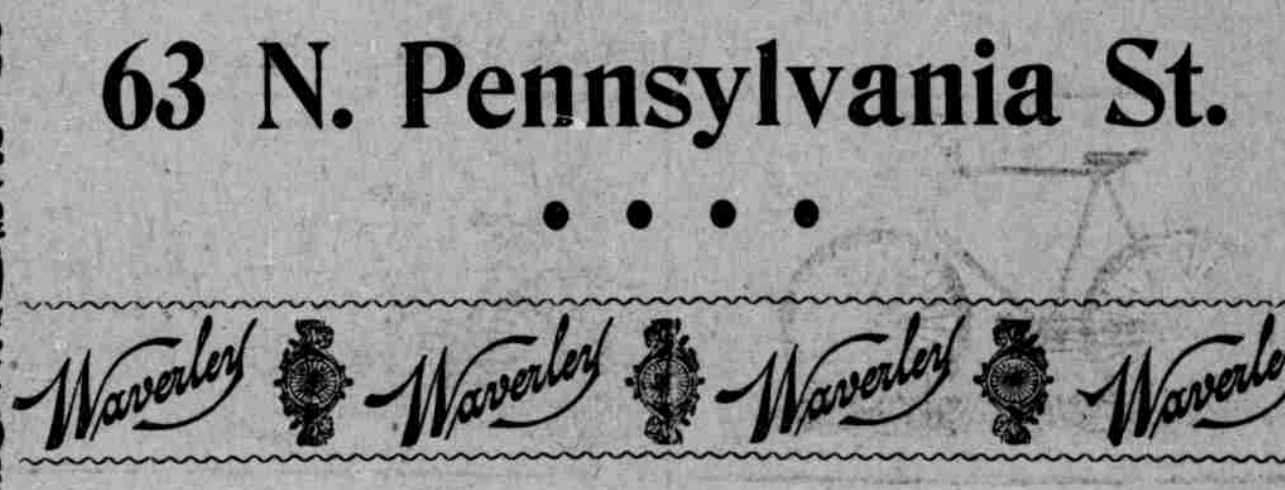
You want a bicycle! You've got a few dollars saved up to make the payment. You are not so wealthy that you can afford to take chances on your investment, nor allow manufacturers to experiment with your money. Then buy a machine with a reputation; a wheel that has been put through every conceivable test in the past; that is being ridden by nine-tenths of the high-grade riders of Indianapolis every day. There is an old saying that "majority rules." Surely where such a tremendous majority declare themselves for one make of wheel by spending their own money for it, there is something in it besides the wind in the tires.

The Waverley is unquestionably the most popular machine in America to-day. Why? Because it is the most elegant appearing wheel on the market. Because it is constructed of the finest material, by the most skillful workmen. Because in it the purchaser gets honest value for his money. You can see hundreds of them on the street—know them by the half-nickled front fork.

You want the best? Buy the WAVERLEY.

**Riding School** Now running in the Cyclorama Building—15,000 square feet new hard pine floor, five times the size of any other riding school in the State. New wheels; gentlemanly instructors.

**Indiana Bicycle Co.,**  
63 N. Pennsylvania St.



writer. "I have seen a good many London riders of the two-wheeled machines in my day, but there are twice as many in Paris. I have ridden only three times, but I am already in love with my machine. The only reason I can't to go to Paris is that I have to go to work. I got between two vehicles, but managed to escape with a few bruises." "Was the accident due to an obstructive car?" inquired the interviewer. "Oh, no. To ride a bicycle is a pettishness in many ways. It is not a game, it is a quite unnecessary to wear knickerbockers. I ride in a short skirt, just short enough to avoid the pedals, and gaiters, with a tennis skirt and a sailor hat—just the same costume that one has for glacier climbing. The costume is not unbecoming, I can assure you; it is universal in Paris, and I am sure bicycling would soon become much more popular, but about this you will hear an exhilarating exercise, I am fond of pretty well all sports—riding, rowing, shooting, mountaineering. And for my own part, I don't see why women should be deterred from any of these things if they feel themselves physically fitted for them."

## SOME GRAND STAND RIDERS.

**More Accidents Due to Carelessness Than to Other Causes.**

If there is one thing more than another that worries a wheelman it is to see coming toward him on a wheel a person just learning to ride. Perhaps the wheelman remembers his embarrassment when learning and he knows how uncertain the path of the beginner is, but as a rule he does not remember, for a beginner generally worries the nerves of an expert. The latter cannot see why the beginner cannot ride in a line without wobbling all over the street. There are some riders in this city who dismount upon the approach of a beginner and wait until all danger of collision has passed before they resume their ride in a line without wobbling all over the street. There are some riders in this city who dismount upon the approach of a beginner and wait until all danger of collision has passed before they resume their ride in a line without wobbling all over the street.

## A Snap...

**For all Local Cyclists.**

## Ride Indianapolis Tires.

**Insist, and the Dealer will supply them.**

**We will Repair Your Punctures Free of Charge, and without delay.**

**We make the best Tires, and guarantee them, sell the largest concerns in the land, and enjoy that degree of prosperity which compels us to run day and night to fill orders.**

**The above proposition is fair and liberal, and ought to secure the sale of a pair of our tires on every wheel sold in Indianapolis.**

**A Hundred = Dollar Machine**

**FOR \$85**

**Racing Tires . . .**

**The name is significant.**

**We believe in being progressive. Therefore, our**

**Wheel is up to date in every detail, and the peer of**

**any other machine made.**

**Come and see it.**

**Will sell on payments.**

**Agents Wanted.**

**Indianapolis Rubber Company,**

**PROGRESS MFG. CO.**

**18 and 20 WEST GEORGIA STREET.**

**The Sunday Journal, by Mail, \$2 per Annum**

**Georgia and Liberty Sts.**

**Corner . . .**

**It is probable neither of the young men**

**with the blame for the collision as neither**

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**Indianapolis Bicycle Storage, Cleaning and Repair Company . . .**

**18 and 20 Circle Street.**

**LADIES AND GENTLEMEN:**

**We call your attention to the Bicycle Storage Room we have opened.**

**Your bicycle will be cleaned, polished, oiled, kept lightened, and stored, for**

**only 25c a week. In repair work we cannot be beat. We have the pioneer**

**cycle man of Indiana. Ring call bell at the door and colored porter will take**

**your wheel. We invite you to call and see how nice we keep all wheels left**

**in our possession for storage. Care and workmanship guaranteed.**

**Remember the number—**

**18 and 20 Circle Street.**

**PROGRESS . . .**

**Ride Indianapolis Tires.**

**Insist, and the Dealer will supply them.**

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